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TO THE HONORABLE THE FREE AND INDEPENDENT

MEMBERS OF THE HOUSE OF COMMONS

ASSEMBLED IN PARLIAMENT AT OTTAWA.

GENTLEMEN:

The question of a Short Line for the continuation of the Canadian Pacific Railway from Montreal to the Canadian Winter Seaports, now before Parliament, has given rise to many conflicting reports and discussions regarding the proposed routes for said railway.

May I be allowed the honor of laying before you my views on this important subject.

Having the apparent misfortune of being a native and resident of the District of Quebec, I feel at once that any professional report from me on this subject, which is the life or death of Quebec, will be viewed with cautious and doubtful spectacles.

But "Facts are stubborn things," and knowing that it is **impossible to change the geographical features of the country, or blot out its history,** with Truth for my Shield, I will venture to deal with the question as follows:

Having before me the Report of the Chief Engineer and General Manager of Government Railways, Collingwood Schrieber, Esq., dated at Ottawa, 4th April, 1885, I find therein that an address from the Senate was presented to the Governor General, "praying His Excellency to cause to be laid before the "House, copies of reports of various surveys, together with a statement, showing the height of the *summit* "*level*, the maximum grades, curves, &c., on each of the surveyed lines, as well as on any existing railway "proposed to be used in connection with the surveyed lines" for the said Short Line Railway.

I regret to say that Mr. Schrieber has not given the first thing of the statement asked for in said address, he has not given the height of summit level of any of the existing Railways proposed to be used, which should be one of the most important features of the question at issue.

On page 12 of his report, Mr. Schrieber gives a table showing the maximum grades and curves and the length of each line, by which he says that "The merits and demerits of each line can be seen at a glance," by which rule it would appear that the International is superior to the North Shore Railway, although on the latter road, in the whole distance of 172 miles from Montreal to Quebec, the greatest difference of level between its highest and lowest points does not exceed 250 feet, while on the International Railway, between its starting point at Lennoxville and its summit at the United States Boundary line, a distance of 81 miles, the difference of level is 1,405 feet, to be ascended in the direction of the heaviest freights, with some considerable intermediate summits and depressions.

In my report on this question dated 4th of last March, which was published in the Quebec *Morning Chronicle* and other papers, I stated that "As short a line and an infinitely better line could be had between Saint Therese and Moncton on Canadian soil than could be found between the said points by following the "Sherbrooke and Lake Megantic route," and the result of the surveys, so far carefully worked out, only go to prove the truth of my assertion.

The supporters of the Southern route in one sweep arrive at the conclusion, that the shortest route is by Sherbrooke and Moose Head Lake, and to prove this they take up the plan to show that the Edmundston line forms two sides of a triangle.

Saint Therese and Moncton are two points that must be common to the trunk line of the Dominion, whatever route is chosen between these points, unless that the entire interests of Nova Scotia, Prince Edward Island and Cape Breton, as regards Railway communication with the West, centre in St. John, N.B., which has not yet been admitted by any one.

The choice of route for the Short Line from Montreal to the Canadian Winter Seaports, should not be made from a Local standpoint; but it should be made from that **high impartial standpoint where may be united and centered, the most and greatest interests, both National and Commercial of the entire Dominion.**

And if it can be proved that as good a line and as short a line can be had on Canadian soil, to fill the above conditions, as can be had on United States soil, it seems to me that any man who has the least spark of patriotism or who values his Oath of Allegiance, should vote for the all-Canadian route.

I will not undertake to prove that two sides of a triangle are shorter than the third side; but what I can and will prove, is that for a railway route from Montreal to Moncton, the line by Quebec, Edmundston, Grand Falls and Moncton, is shorter and infinitely better in every respect than the line by Sherbrooke and Mattawamkeag. Although it is apparently longer by measuring on the plan, it is shorter in the field; for it is impossible, with the same grades and alignment, in going across a broken country, to make the same distance good with the same length of rail, that is actually made on the North Shore and Intercolonial Railways, following the shore of the great River St. Lawrence. The plans of these railways compared with the plan of part of the International railway, which is herewith submitted, will clearly prove this.

To give a still more convincing proof, I have made a profile of both lines, from Montreal to Moncton, drawn on the same base and on the same scale, by which I venture to say, that the "merits and demerits of each route can be seen at a glance," more effectually than by Mr. Schrieber's report.

The elevations of the principle summits on said profile, which is herewith submitted, are from Mr. Schrieber's own figures, and from official reports that cannot be contradicted. The distances are from the same source, and from the existing time tables of the railways that form part of each line.

I will commence by comparing the distances, giving the name and length of each section, and for convenience I will call the Quebec and Edmundston line the Northern route, and the Sherbrooke and Mattawamkeag the Southern route.

NORTHERN ROUTE.

Section.		Miles Total	Built	To Build
1.	North Shore Ry., Montreal to Quebec	172	172	000
2.	Intercolonial Ry., Pt. Levis to St. Roche	66	66	000
3.	St. Roche to Edmundston	105	00	105
4.	Edmundston to Grand Falls N. B. Ry.	40	40	00
5.	Grand Falls to Canaan	148	00	148
6.	Canaan to Moncton, Intercolonial Ry.	19	19	00
	Total	550	297	253

Total 550 miles, 297 built, of which 85 is the Dominion Government property, and 172 miles in which the Government of the Province of Quebec is deeply interested.

SOUTHERN ROUTE.

Section.		Miles. Total	Built	To Build
1.	Montreal to Chambly via Lachine (about)	40	8	32
2.	Chambly to Lennoxville	80	00	80
3.	Lennoxville to Moose River, Internl. Ry.	89	89	00
4.	Moose River to Mattawamkeag	135½	00	135½
5.	Mattawamkeag to Harvey, N. B. & E. & N. A Ry.	81	81	00
6.	Harvey to Salisbury, unsurveyed	113	00	113
7.	Salisbury to Moncton, Intnl. Ry.	13	13	00
	Total	551½	191	360½

Total 551½ miles, 360½ to build, and 191 built, of which 13 belongs to the Dominion Government, 89 to a private company, and the remainder ?

The above tables show that the Northern route is the shortest from Montreal. If we count from Saint Therese, about 12 miles must be added to the Southern route and 12 miles substracted from the Northern route, and the respective distances will stand as follows :

Southern Route, ... 563½ miles.
Northern " ..... 538 "

Difference in favor of Northern route, ... 25½ miles.

Now it must be remembered that the Southern route is line No. 6 of Mr. Schrieber's report, which he gives first place to, and on which the resolutions, now before Parliament, are apparently based, as the shortest practicable line from Montreal to the Canadian Winter Seaports, no more nor no less, with this exception, that Mr. Schrieber measured his distances through the Victoria Bridge, and forgot to mention that the C. P. Ry. Co. intends crossing at Lachine, for which I have added 20 miles. (See Mr. Light's Report, page No. 1.)

The Northern route is exactly Mr. Schrieber's line No. 23, with this exception, that Mr. Schrieber forgot to give his line No. 23 the advantage of a direct line from Grand Falls to Moncton, which might have been done in the same manner as he calculated his southern lines.

In the latter case he makes a shortening of 34 miles on his Southern route No. 6, by counting over 113 miles unsurveyed from Harvey to Salisbury ; while on the other hand he makes a lengthening of 65 miles on the line No. 23, by following the New Brunswick and Intercolonial Railways, and the unsurveyed link between Fredericton and Salisbury.

From Moncton to Canaan the Intercolonial Railway runs in a nearly direct line for Grand Falls, and by measuring on the plan and adding 10 per cent. for curvature, the distance from Grand Falls to Canaan is 148 miles, making the whole distance from Grand Falls to Moncton only 167 miles ; while by Mr. Schrieber's roundabout way via Fredericton the distance is increased to 232 miles.

There is an old saying that "what makes sauce for the goose should make sauce for the gander."

It is a pity that Mr. Schrieber forgot about the Lachine Bridge, and that he did not think of this short line from Grand Falls to Moncton, or he would have found this *thirty-first* (31st) line to be 8½ miles shorter than any other, for he gives the distance from Point Levis to St. Roche only 59 miles, while I put it at 66 miles.

So much for distances.

We will now take a short look to see what are the principal merits and demerits of each section.

NORTHERN ROUTE.

Commencing with the North Shore Railway. It is a first-class road. It is true there is one short grade 1·5 per 100 getting up out of Hochelaga, but only for a short distance.

Traffic from the West going to the lower ports would not pass here at all.

On all the rest of the line there is no grade more than 50 feet in the mile, and no curve more than 4° 00', and they might be made less.

For the connection between the North Shore and Intercolonial Railways, see Mr. Light's report, it is fully explained therein.

SECT. 2. The Intercolonial is a first-class railway, no grade exceeding 40 feet to the mile from Chaudiere to River du Loup.

SEC. 3. The connection between Edmundston and the Intercolonial is not finally located. Mr. W. Crawford, C. E., gives the summit between the St. Lawrence and St. Francis waters to be 500 feet above River du Loup station. This is the summit of line F. The summit of line E has not yet been given but the lowest can be taken.

River du Loup station is in the neighborhood of 250 feet above sea level; but with all possible variation in these figures, this summit, which is the highest on the whole northern line, will be still more than a thousand feet lower than the boundary line summit of the International Railway, on the Southern line.

With such a comparatively low summit there is no doubt that a first-class line can be had by lengthening the line, on the St. Lawrence slope, and following the Valley of the St. Francis.

(See Mr. Crawford's Report.)

SECT. 4. From Edmundston to Grand Falls the line follows the River St. John.

The present line may be tortuous, as it was built for a narrow guaged road, but the nature of the country is such that both grades and alignment can be improved at will.

SECT. 5. From Grand Falls to Canaan, 148 miles may be put as an offset against Sect. 6 of the Southern route—they are both unsurveyed.

SEC. 6. From Canaan to Moncton 19 miles of Intercolonial—a first class Railway.

Thus by the Northern route on the whole line, from Montreal to Moncton, there is no denying that a first-class line can be had, unless the link from Grand Falls to Canaan may turn out worse than anticipated; but from all we know of both lines, there is every reason to believe that it is as favorable as the unsurveyed line between Harvey and Salisbury on the Southern route.

SOUTHERN ROUTE.

SEC. 1. Montreal to Chambly; not surveyed from Lachine to Chambly Basin, but level country. No doubt a good line can be had.

(See Mr. Light's Report for Lachine Bridge.)

SECT. 2. Chambly to Lennoxville 80 miles, several bridges, 4 miles continuous grade 53 feet per mile, 6° curves, descends to low level of 86 feet at 15th mile, and ascends the Hogsback 948 feet high at the 52nd mile, and falls down to Lennoxville at the 86th mile where the elevation is only 468 feet. (See Mr. Davy's Report.)

It is evident this line will never be built, for it is inferior to the other two lines, the Grand Trunk and South Eastern and Vermont Central that run on each side of it. These railways are not more than thirty miles apart in the widest place. I don't see what the third railway is wanted in the middle for, particularly as this section is cut crossways again by two other railways, one from Actonvale to Waterloo, and the other from West Farnham to St. Hyacinthe.

SEC. 3. International Railway 89 miles, from Lennoxville to Moose River.

On this line the grades are reported at 74 feet per mile and the curves 5° in the official books; but from the appearance of the road, I doubt of its having been carried out in construction, my belief is that if a careful survey was made of the road-bed as it now stands, it would show far worse than this. The starting point at Lennoxville is only 468 feet above sea level, and the summit on 81st mile is 1,873 feet, a difference of 1,405 feet as aforesaid, and then there is a jump down of 500 feet to be made in less than 8 miles.

This summit with such a tortuous line and heavy grades, is alone enough to condemn the whole line by Mattawamkeag or Southern route, even the rest was level as a bowling green, but it is not as will be seen by :—

SECT. 5.—FROM MOOSE RIVER TO MATTAWAMKEAG.

From the International Railway at Moose River to Moose Head Lake, a good line can be had, a distance of some 50 miles, but the idea of crossing the lake and climbing the mountains that lie between there and Mattawamkeag, is simply preposterous.

Perhaps it is the convenience of having two draw-bridges, which after all are not such desirable things to have on a Trunk-line Railway, that decided the engineer to select this route!!

Otherwise he would not have proposed the enormous outlay of bridging and filling the three channels of Moose Head Lake, which are as follows :

West Channel,	width	400	feet,	depth	5 feet.
Middle	"	2,400	"	"	34 "
East	"	650	"	"	6 "

Then after you get through with the Lake you must twist and turn around the mountains, and steal up the best way you can on a grade of 53 feet to the mile, some five hundred feet, until you reach the summit at Lyford Ponds on the 79th mile, which is 1,540 feet above sea level and which the Engineer says is the lowest possible summit in that direction.—(See Spoffard's Report.)

Then you must slide down a continuous grade of 56½ feet in the mile for a distance of 12½ miles, that is if you *can get down* that evenly, and with another stretch of 4 1-6 miles at 53 feet per mile, with a few other little steps, and you have fallen 1,000 feet when you get to the 98th mile.

Then you must ascend 177 feet in 3½ miles to reach the Jo Mary summit and another little ascent to the middle of the 103rd mile, from which point, between *falling and rising and falling again*, you descend to Mattawamkeag, at the 138¾ mile by the profile, which point is 1,314 feet lower than the summit on the 79th mile at Lyford Ponds above mentioned.

If on freight train movement, every 20 feet elevation is equal to an extra mile of level line, how will the Coal Merchants of Nova Scotia and Cape Breton like to climb the impracticable summits of the International Railway and Mattawamkeag line at the boundary line and Lyford Ponds, that rise more than a thousand feet higher than the summit of the Northern line. These are official figures that cannot be contradicted, and after this I think it is a farce, to speak of the remainder of the line from Mattawamkeag to Moncton under the name of a short line from Montreal to the Canadian Winter Seaports.

It is evident that the only thing will be done, is to connect the International with the Bangor and Piscataquis Railway, and use the latter road to Milo Junction, which will lengthen the Southern route some thirty miles; and the result will be, if the resolutions are approved of, that our money will be taken to make this connection between the International and the Bangor and Pascataquis Railways at Grenville, for a local road, and to build the bridge at Lachine by which all will go to the United States ports by the South Eastern Railway, and we will hear no more of the short line.

I trust that I have given sufficient proof to convince any unbiased mind that the Quebec route is the shortest; and that even it was 100 miles longer, according to the rules given in my said report of last March, which is herewith submitted, it would still be superior to the Mattawamkeag route, from an engineering standpoint. It is needless to dwell on the cost of construction, as there are more than 100 miles less to build by the Quebec route, besides the utilizing and enhancing of our Government railway, and the advantages that would be derived from the building of a railway through our own forests instead of through foreign soil. (See Mr. Light's Report for effect of grades and curves on train movement.

I will now make a few observations, on the comparative merits of each route viewed from a national and commercial standpoint.

From a national standpoint there can be no comparison.

It was on this ground that the Intercolonial Railway was built around by Matapedia and Bathurst. It was on this ground that the line of railway was built north of Lake Superior; and the recent troubles in the North-West has given a convincing proof of the advantage and necessity of having a trans-continental railway on our own soil, in one unbroken chain, from ocean to ocean.

To view the matter from a commercial standpoint, let us first take a map of the world and see our geographical position.

The distance from Liverpool to Japan is more than (1000) one thousand miles shorter by the St. Lawrence, Quebec and C. P. Ry. route than by the New York and San Francisco route; and it is the well-founded hope of the Canadian Pacific Railway Company, that when their line is completed from ocean to ocean, the bulk of the trade between Great Britain and the eastern empires will pass by their route.

Now let us take the map of North America, or the railway map of the Dominion of Canada; but in the latter map I notice a departure from the general rules of map-making, which shows the River and Gulf of St. Lawrence to great disadvantage.

For some reason or other Mr. Schrieber, instead of placing his perpendicular meridian in the centre of the map, has placed it away over near the left hand side in Alberta, which by the convergence of meridians throws up the River and Gulf of St. Lawrence, so that to an inexperienced observer, this great river highway seems to run northwards from Montreal, nearly at right angles to the apparently desirable course which would seem to be to Portland according to said plan. But draw the direct air line from Montreal to Liverpool, which passes north of Quebec, and through Labrador several miles north of the Strait of Belle Isle, and you do away with the delusion.

Look on the same plan and it will be seen that Sault Ste Marie, Mattawa and Quebec are nearly on the same parallel of latitude.

From Sault Ste Marie look westward along the route of the Northern Pacific Railway and see the immense extent of country on either side, lying between the 44th and 49th parallels of north latitude which must eventually find an outlet to northern Europe by the shortest possible route.

Quebec is situated in latitude N. 46° 49', Cape Sable in Lat. N. 43° 20' and Liverpool is in Lat. N. 53° 22'.

Now it is evident that traffic from the West, by the C. P. Railway, if shipped for Liverpool by any port west of Halifax, on the Atlantic coast, must go south more than three degrees, and then come back ten degrees northwards to reach its destination; while if shipped by Quebec, the ocean route by the Strait of Bell Isle, is nearly a straight line, and therefore the shortest possible summer route. And the shortest possible winter route is by Louisburg or Canseau, unless that a railway is made to Labrador which is not likely to be done in our day.

It should, therefore, be the duty of Government, to guard, foster and develop every natural advantage of the ports situated on this the shortest route, between the heart of the continent of America and Northern Europe, by giving free, independent and unbroken lines of communication to establish competition, which never can be done without a bridge at Quebec.

With these facilities and an *impulse of Mercantile enterprise* once directed towards the port of Quebec, the tide of Canadian trade that has so long been ebbing from us towards Portland, Boston and New York, through the Grand Trunk Railway and other lines, would undoubtedly soon return, and with it would flow in all probability a great percentage of the trade between Europe and the Northern part of the United States, and all Canadian ports on the Atlantic seaboard would feel the beneficial results.

But instead of this the Railway resolutions, now before Parliament will, if carried out, have the effect of injuring, not only Quebec, but all the eastern ports of Canada, not excepting Montreal, for the building of the Short Line via. Lachine, Sherbrooke and Mattawamkeag, if a *good railway could be made there*, would be tantamount to building a *Chinese Wall*, from the laurentides above Montreal to Bangor, to divert all the Western traffic into American sea-ports; for once it passes by Lachine and Sherbrooke, and crosses the United States Boundary line, west of the Katahdin and Traveller Mountains, it will never return to a Canadian Seaport.

If Portland is considered too far West any other port on the United States coast that speculators may choose, between there and Eastport, may be made the terminus.

Once down at Dover, or even they went to Milo Junction, does any sane man think that they will go eastwards over three degrees of longitude, simply for the sake of going to Saint John, and then have to back out on a South by West course more than 120 miles to get around Cape Sable.

St. John's only chance of getting traffic from the West, is by the Quebec, Etchemin and Lake Chesuncook route advocated by Mr. Light.

I have no desire to enter the conflict between Mr. Light and Mr. Schrieber, but in giving a general report I cannot ignore this important line, which seems to be the olive branch of conciliation that would serve equally well the commercial interests of Quebec, St. John and Halifax, excepting this, that as for the protection of our Maritime ports against competition by the ports of the United States, the Trunk Line of our National Railway should be kept on the North Shore of the St. Lawrence as far east as it is possible to bridge that great river, so the same railway should be continued, north of the dividing ridge between the Atlantic and Bay of Fundy waters, until it reaches the Meridian of St. Andrews.

I simply alluded to it in my report last winter when I said that a comparatively straight line could be had from Quebec to St. John.

This was the line surveyed by Colonel Yule, for the projected Quebec and St. Andrews Railway, previous to the Ashburton treaty, when the Northern boundary of the United States extended only to the source of the Penobscot waters, and the whole basin drained by the river St John and its tributaries belonged to Canada and New Brunswick.

Colonel Yule had to make a sweep northwards, in the region of the Allaguash and Aroostook, to keep on British territory; but the southern course by Lake Chesuncook will only improve the line, as will be seen by Mr. Vernon Smith's report.

By the Chesuncook line St. John can kill two birds with one shot, by tapping the cities of Quebec and Montreal; but by the Mattawamkeag route she will get nothing! The distance from Montreal to Liverpool is more than 500 miles shorter, by Quebec and the Strait of Belle Isle, than by the shortest possible route via St. John and Cape Sable.

In this age of lightening and steam, St. John from her geographical position can never monopolize the trade of Great Britain. By the Quebec line she will have all the trade of the West India Isles and Southern ports. Why should she throw away the bone to grasp at the shadow?

Why should the C. P. Railway be obliged to have a double track from Montreal to Toronto and have no control over a single track from Montreal to Quebec?

Why should there be two bridges at Montreal and none at Quebec?

Is it the enormous trade we do with our Southern neighbors that induces this? I fail to see it.

Take the Blue Books of 1883, published by Government, and we find that close as we are to the United States, and tapped on our whole frontier from the Atlantic to the Pacific, the aggregate trade, including imports and exports, with them amounted to $97,701,056, while our trade with Great Britain amounted to $99,197,682.

The *Scientific American* of last December in an article on the Nicaragua Ship-Railway says: "Much "as we hear of ocean steam navigation fully three-fourths of the world's freights to-day are carried in "sailing vessels, and they are likely to continue to carry slow freights."

Montreal has succeeded in being the terminus for ocean steam navigation, and we help to pay for it! but for sailing vessels the summer terminus must be Quebec—the brigs, schooners &c. from the Gulf ports and Lower Provinces can sail into the port of Quebec—they must be towed to Montreal! Every spring the ocean ships can load at the Quebec Wharf's, and sail over to Liverpool, before the ice is off of Lake St. Peter and other parts of the river St. Lawaence between Quebec and Montreal.

It should be the duty of Montreal Members to help to secure for Quebec, rather than to send to foreign ports, what cannot be done in Montreal and can be done in Quebec.

Quebec is the only port in the Dominion that by her geographical position can rival and excel the ports of the United States, during seven or eight months of the year; and I ask is there any justification for leaving her out in the cold, or for making the loyal French Canadians of the Province of Quebec pay for cutting their own throats?

I might go on to talk of the bonded system and a thousand other arguments that militate against the Mattawamkeag route, but it is useless to tax your patience; as I see no argument that can be brought in its favor, only that it is the shortest route, which I have proved from sources undeniable to be erroneous.

It is evident that the Minister of Railways does not view this matter in the same light that I do, since he has decided otherwise; but, although I am a staunch Roman Catholic, I am not bound to believe that all the Popes in the world are infallible; neither do I believe that all the engineers employed by the Dominion Government are entirely exempt from liability to error; and I trust in the Honor of Parliament that steps will be taken to arrive at more satisfactory evidence of the necessity of being under a compliment to our neighbors for right of way before the money is voted.

It may be found rather strange for a member of the Civil Service to go so squarely against a Government measure; and this report or appeal may be attributed to political motives. I therefore beg to state that this has nothing whatever to do with, nor have I any desire to meddle in politics. When I did meddle in politics I was always a firm supporter of the present Minister of Militia in the county of Quebec.

My action in this matter is altogether due to my own sincere heart-felt convictions, without being prompted or solicited by any one. What I have done is on my own account, and at my own expense, unaided, unpaid for, and positively uncontrolled by any one. I have no personal interest no more than any other common citizen, and my only motive is our country's good.

My position as Inspector of Surveys for the Province of Quebec, and my previous practice as a Land Surveyor and Civil Engineer, has given me the advantage of having a practical knowledge of the general geographical features and capabilities of the country; and knowing what I know, and being honestly and thoroughly convinced of the justice of the cause, and the great, incalculable interests that are at stake—I feel that if I kept silent on this occasion I would be unworthy to draw a Government salary—I would be unworthy the name of a man!

I will conclude by quoting the following appropriate words from Sir Walter Scott in the lay of the Last Minstrel:

"Breathes there a man, with soul so dead
"Who never to himself hath said
"This is my own, my native land!

HENRY O'SULLIVAN, L. S. & C. E.
INSPECTOR OF SURVEYS, P. Q.

Ottawa, 24th June, 1885.

NOTE.

The Sherbrooke and Mattawamkeag line runs about 200 miles on United States soil, as follows:

Boundary line to Moose River	8	miles.
Moose River to Mattawamkeag is given 135¼ in Mr. Schreiber's report, but the profile of the line surveyed by Messrs. Spofford and Burpee in the Government Railway Engineer's Office, gives	138¾	"
Mattawamkeag to Vanceboro	55	"
Total	201¾	

Herewith are Submitted the following Plans and Papers.

No. 1. Plan of part of Canada and the United States, embracing from the 48rd to the 49th parellels of North latitude, and from the 63rd to the 74th degrees of West longitude, showing thereon the principal Railway lines in question, and also, shaded in red, the portion of Canada surrendered to the United States by the Ashburton Treaty.

No. 2. Report accompanying said plan published in Quebec *Morning Chronicle*, 7th March, 1885.

No. 3. Letter to *Morning Chronicle*, 9th March, correcting some misstatements.

No. 4. Large profile of Quebec and Edmunston Route compared with Sherbrooke and Mattawamkeag Route; Horizontal scale, 10 miles to an inch; Vertical scale, 200 feet to an inch.

No. 5. Plan of part of International Railway from Lake Megantic to the United States Boundary line.

H. O'S.

PROFILE

OF THE PROPOSED ROUTES FOR THE

SHORT LINE RAILWAY

SHOWING THE

Quebec and Edmundston or All Canadian Route

COMPARED WITH THE

Sherbrooke and Mattawamkeag Route

FROM MONTREAL TO MONCTON, giving the distances and the elevations of the principal summits of both lines, drawn on the same base and on the same scale.

By HENRY O'SULLIVAN, L. S. & C. E.,
Inspector of Surveys, P. Q

Horizontal Scale, 50 miles to an inch.
Vertical Scale, 1000 feet to an inch.

OTTAWA, 24th June, 1885.

From Press Print, Ottawa.